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SHEWAN, TOME & CO.,  
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Hongkong, 1st March, 1905. [a2866]

NOTICE.

THE TERMINUS STORES,  
GENERAL STOREKEEPERS, COMPRADORES,  
COMMISSION AGENTS.  
M ost respectfully beg to inform the  
Public that they have opened a Store  
in this Colony at Nos. 60 and 61, ELGIN  
ROAD, KOWLOON, under the Style of the  
Terminus Stores and are prepared to accept all  
kinds of orders, which will be attended to and  
executed in the shortest time, and sincerely hope  
to be favoured with the kind Patronage of the  
Public.  
Hongkong, 20th March, 1905. [a660]

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29, formerly of Messrs. Arnold  
Küberg & Co., Shanghai, wishes to enter  
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imports and exports.  
Hongkong, 13th April, 1905. [a679]

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Any Order Promptly Attended To  
Hongkong, 12th January, 1905.

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as to food, cleanliness, and hygiene of the place.  
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Hongkong, 1st April, 1905. [a37]

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Hongkong, 15th August, 1904. [a39]

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Hongkong, 11th April, 1905. [a56]

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Manual of Practical Mathematics, by Castle ...	A Modern Campaign "The Hainan and the Times Correspondent" ...	1.75
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Medieval Alphabets, by Delamotte ...	Best Quality.	
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3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00  
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OLD GORION GRAHAM, by G. H. Lorimer ...

CONFessions OF A YOUNG MAN, by Geo. Moore ...

LIFE IN A CRACK REGIMENT, by Baron von Schlicht ...

THE FOOD OF THE GODS, by H. G. Wells ...

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THE ABREWS OF VLYATE, by Stanley J. Weyman ...

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readers have so often been told that the Baltic squadron consists of old or obsolete craft that they may well fail to realize how really formidable it is. Even if beaten in the first engagement, it is not to be assumed that remnants of it will not remain for some considerable time to threaten transport and commerce. Some people think that the fact of feeling "at bay" will endow the Russians with a better moral than that which the easy confidence, born of past successes, is likely to give the Japanese. This we are not prepared to endorse, for we have seen how the Russian is more prone to count the cost than is the Japanese fighter. Certainly the Russians enjoy one benefit: they have learned to respect the enemy. So have the Japanese, but they do not express it in terms of over-respect. They have climbed from respect for the enemy to self-respect: the Russian began with contempt for the enemy, and their exaggerated self-confidence must now be punctured with a little self-distrust. It is, however, mainly shooting that counts; and those psychological factors may be credited with greater importance than they deserve. Russians are not good sailors: Japanese are. Russian officers are aristocrats, with a constitutional regard for their own value: Japanese officers are professionals, and they make their country's quarrel a personal matter. Thus the "man behind the gun" on the Japanese side has a better brain to control and direct him. Skill, experience, enthusiasm, sobriety, love of and aptitude for the sea, all preponderate with Admiral Togo's side; but the Japanese are human, after all, and the Russian admiral seems to have the advantage in numbers, so that we must not attempt to minimize the hardness of the nut which Togo has now to crack. That he will give a good account of himself when the time comes is absolutely sure; and as the party with a just quarrel is supposed to be thrice armed, we are entitled to look for a continuance of the good fortune which has attended our Allies' efforts to chastise the Bully of the Far East. The issue could not be in sharper hands.

## TELEGRAMS.

[REUTER'S SERVICE.]

## RUSSIA AND REFORM.

London, 17th April.

The Constitutional party forming in Russia includes seven members of the Council of the Empire, besides Senators and other prominent officials. The Party is issuing several thousand invitations throughout the Empire, to a conference at St. Petersburg on the subject of reform. A scheme has already been drawn up for the composition of a representative assembly.

## THE WAR.

[REUTER'S SERVICE.]

## R. D. VENSKY'S "DARING SKILL."

London, 17th April.

The Russians are elated at the daring skill of Admiral Rozhestvensky, and state that he is coaling and cleaning his fleet at Kamranh prior to engaging the Japanese.

## IN MANCHURIA.

London, 17th April.

General Linevitch reports that the Russian left on the 11th instant, attacked the village of Pouhoui, five miles to the eastward of Meian. The flanks of the Japanese were enveloped, and they retired to Meian, which is their advanced post on the Kirin road.

## NO NEWS.

All yesterday's arrivals were visited, but had nothing worth adding to the Baltic Fleet records. The British steamer *Pinna* saw the Russians in the Straits of Malacca, but that was a long time ago. The German steamer *Maiden Richmorn* saw two war vessels near Saigon, believed to be French, which is not to be wondered at. Until operations at Camranh Bay are finished, we are not likely to learn anything now.

## • BALTICERS AND THE HAMBURG-AMERICAN LINE.

Replies to Herr Belot in the Reichstag on March 12th, Count von Bulow made the following statement with regard to the circumstances in which ships belonging to the Hamburg-American Line were chartered to transport coal for the Russian Baltic Fleet.

"According to the specific assurances which have been given by the Hamburg-American Line, the German transports are not to accompany the Russian fleet. Their sole function consists in conveying coal for delivery at appointed neutral ports, and they are not to proceed to these ports in conjunction with the Russian warships but independently and by other routes. Nothing whatever is known with regard to the application of illegal coercion by the Russian fleet to members of the crews of the German transports, either during their voyage or in particular of Madagascar. Indeed, the statement is in the highest degree incredible. If the Russian admirals should have taken certain measures in order to secure the preservation of secrecy with regard to their dispositions and with regard to the condition of their force, and if the freedom of the German seamen's movements in their relations with the Russian ships has been restricted, there could hardly be any objection to these proceedings. If the Hamburg-American Line in their dealings with their seamen should have violated the provisions of German law and the terms of their contract with the men we would, as a matter of course, call the company to strict account in Germany. As a matter of fact, there has not hitherto been the slightest evidence that the Hamburg-American Line has in any way contravened its obligation."

Times.

On Good Friday, 21st instant, at eight o'clock, the choir of St. Peter's Church, assisted by friends, will give Stainer's "Crucifixion."

Before Mr. F. A. Hazeland at the Police Court yesterday, Faure, a Spaniard, was charged with attempting to stow-away on the s.s. *Glenloch*. He was fined \$25, with the alternative of one month's imprisonment.

The new Peak tramway has advanced another stage. We hear that a compromise is probable with regard to the terminus of the new track, and that an influential combination of interests is being arranged. At present reports appear to be in the confidential stage.

While the master of No. 61 Station Street, Yau-tum, was away in the country worshipping at his ancestors' tomb, two of his sons, who were left in charge of the shop, stole a box of his clothing and sundry other articles. The theft was discovered, and the two men were placed before Mr. F. A. Hazeland at the Police Court yesterday on charge of larceny. The first defendant was discharged, and the second sentenced to two months' imprisonment with hard labour.

As an outcome of the last successful "smoker" held under the auspices of the Masonic Quadrille Club, the committee have decided to hold a similar function to-night, and judging from the programme before us, the concert bids fair to be equally as good as, if not to eclipse, its predecessor. Every consideration has been given to the comfort of the guests, and as will be seen from our advertisement columns, nothing has been left undone that will conduce to the harmony of the evening. As on the previous occasion, the old Chamber of Commerce Room has been requisitioned for the eve.

As in the recent case of the *Easter*, the Japanese have made a mistake in seizing the British steamer *Saxon Prince* in the Tsushima Straits. The *Saxon Prince* was bound from New York to Shanghai and Muroran (Japan). She had discharged the Shanghai portion of her cargo and was proceeding to Muroran with rail. War risks on the cargo had been underwritten at nominal premiums, as, of course, the risks contemplated were those of possible seizure by Russians, not by Japanese. No doubt, suggests the Times, the *Saxon Prince*, like the *Easter*, will promptly be released. The *Saxon Prince* is owned by the Prince Line.

According to a Peking dispatch the Imperial Resident at Urga, Mongolia, has reported to the Grand Council that there has been some trouble in persuading the ex-Dalai Lama to leave Urga for Tibet owing to the intrigues of Russian agents who want to get him to escape into Russian territory, so that they may use him at some future time for their own political purposes. In consequence, however, of the strict watch kept upon the ex-Dalai Lama's movements by the Imperial Resident at Tieling and 16 trains of from 52 to 55 carriages arrived at Tie-ling on the following day. Of these, three carried projectiles, one the park belonging to the remaining batteries, one warm clothing, one coal, one engineer stores, three commissariat stores, and one hospital requirements. There were also six trains of wounded. The trains travelled without lights at intervals of eight minutes.

THE EX-DALAI LAMA AGAIN.

M. Orlinsky, the correspondent of the *Nova Vremya*, tells how the Japanese missed capturing an enormous booty, during the flight from Mukden, through their failure to cut the railway on the 8th inst. On that day 450 carloads of artillery left Mukden and reached Tie-ling and 16 trains of from 52 to 55 carriages arrived at Tie-ling on the following day. Of these, three carried projectiles, one the park belonging to the remaining batteries, one warm clothing, one coal, one engineer stores, three commissariat stores, and one hospital requirements. There were also six trains of wounded. The trains travelled without lights at intervals of eight minutes.

## "ENGLAND EXPECTS."

## WHAT THE CHINA SQUADRON SHOULD DO.

The admirable care with which the coasting steamers are navigated is shown by the fact that so far only one steamer, the *Kashing*, has actually struck one of these mines; her escape was marvellous, but it is hardly to be expected that next victim will get off as lightly. The shipowners and the Press have done their best to urge on the British authorities the duty that lies upon our navy. Our navy exists not only to defend Great Britain from invasion, but also to safeguard British commerce all over the world, and a still higher claim is the claim of humanity. There will be a great outcry and a demand that somebody shall be brought to account if a British steamer with a number of passengers on board disappears suddenly in the danger zone; it will be too late then, and now is the time that preventive measures should be taken. H.M.S. *Hogue* did destroy three mines on another day while she was out practising firing, but one burnt vessel, the *Leyland*, has already destroyed four or more. It is known that H.E. Yuan Shikai, Viceroy of Chihli, as Superintendent of Northern Trade, did give orders that a Chinese cruiser should go out to Shantung waters to destroy mines, but there is no knowledge that anything has been actually done. In fact it has been confidently stated that the cruiser detailed for the work is in dock at Taku. It is to the British navy that the British mercantile marine naturally and properly looks for protection, and it is not consonant with our recollection of what the British navy has done here in the past that a deaf ear should be turned to the appeal from British shipping. It is a pressing matter; every steamer that leaves Tientsin for Shanghai or Shanghai for Tientsin is condemned to pass through a highly dangerous zone, and has to trust largely to good luck to get through it safely. With the constant stream of travel both ways, a large number of valuable lives are in danger all the time. The danger is removable and ought to be removed; and British steamers, which form the majority of the shipping interested, look to the British Commander-in-Chief to do everything in his power to remove the danger, unless our Navy is prepared to abdicate altogether the leading position it has always held in China.

N.C. Daily News.

## LONDON, 17th April.

The Russians are elated at the daring skill of Admiral Rozhestvensky, and state that he is coaling and cleaning his fleet at Kamranh prior to engaging the Japanese.

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N.C. Daily News.

## AN EARLY RUSSIAN ESTIMATE

OF JAPAN.

Mr. G. H. Baillie writes from 18, Pelham-place, S.W., on March 12th:—"In 1818 was published a translation of 'Recollections of Japan,' written by Golowin, a captain in the Russian Navy. A chapter on national character contains a forecast which, in the light of present events, is of peculiar interest. Golowin, gives a warning to his countrymen which they might well take to heart. I transcribe the following passages from the writings of this shrewd traveller:—

"What must we expect of this numerous, ingenious, and industrious people, who are capable of everything, and much inclined to imitate all that is foreign, should ever have a Sovereign like our Peter the Great, with the resources and treasures which Japan possesses, he will enable it to become, in a few years, the Sovereign of the Eastern Ocean." ... "However deeply a horror of everything foreign may be impressed on the Japanese and Chinese Government, yet change in their system is not inconceivable, and necessity may compel them to do that to which their own free will does not impel them! Attack, for example, like that of Chios, often repeated, would probably induce them to this means of repelling a handful of vagabonds who disabuse a nation. This might lead them to build ships of war on the model of those of Europe; thus ships might increase to fleets, and then it is probable that the good success of this measure would lead them also, to adopt the other scientific methods which are applicable to the destruction of the human race. In this manner all the inventions of Europe might gradually take root in Japan, even without the creative spirit of a Peter, merely by the power and concurrence of circumstance. The Japanese certainly would not be in want of teachers if they would only invite them. I therefore believe that this just and upright people must, by no means, be provoked."

Times.

## MINES IN THE GULF OF PE-CHI-LI.

In the House of Commons on March 15th, Sir T. Dewar (Tower Hamlets, St. George's) asked the Under-Secretary for Foreign Affairs whether his attention had been called to the danger to British shipping in Chinese waters through floating mines in the Gulf of Pe-chi-li, and whether he could see his way to co-operate with other Powers to secure their destruction.

Earl Grey.—We are in communication with the Japanese Government on the subject.

Sir T. Dewar afterwards asked the secretary to the Admiralty whether he was aware that floating mines in the Gulf of Pe-chi-li constituted a danger to shipping in Chinese waters, and caused much consternation amongst shipping firms at Tientsin; and would he communicate with the Commander-in-Chief of the British squadron on the China Station on the subject, or take such other action as he might deem necessary to secure the destruction of these mines.

Mr. Probyn (Suffolk, Woodbridge).—The answer to the first part of the question is in the affirmative. The Commander-in-Chief has already been communicated with, and he has reported several cases in which mines have been sighted by his Majesty's ships. As many as possible of these mines have been destroyed, and any others that may be met with will be destroyed.

[Any others that may be met with] is not sufficient. Not many will be met with by ships sailing in port. They ought to go and look for them. It is a more pressing matter than experimenting with wireless messages that they cannot read.

Times.

## THE INDEMNITY QUESTION.

The Times says:—There is hardly room for any difference of opinion about the meaning of the postponement of the loan which Russia has sought to negotiate in France. It is a significant indication that the remarkable patience and liberality of Russia's ally are now on the point of exhaustion, and that apprehension concerning the security of the huge sum already advanced will prevent the throwing of more money into the Russo-Saxon military chest. A rumour that reaches us tends us to press that the loan has been negotiated after all on the original French terms, would not, even if authenticated, materially alter the situation. Beyond recognition that the point of exhaustion has been reached, opinion seems to be unanimous. It is thought, on one hand, that the stoppage of supplies will induce or compel Russia to sue for peace. It is even hinted that, if the war were stopped, money would be forthcoming to help Russia out of her difficulties, although it is evident, as our Paris Correspondent points out, that the prospect of having to advance money for a war indemnity is regarded with justified uneasiness. Optimism seems to be nourished upon the theory that Japan really cannot expect an indemnity which would seriously injure Russia's prestige. We find it difficult to conceive that the maintenance of Russian prestige can be an object so dear to the hearts of Japanese statesmen that for its sake they should forego any part of the advantages which they have won at such a tremendous cost in blood and in money. An indemnity counts double. It weakens their adversary and it strengthens themselves. Without pretending to any knowledge of Japanese intentions, we may surmise on general principles that more regard for the prestige of Russia or for the interests of those who have lent money to Russia will scarcely be allowed to weigh against considerations of national security or advantage. While some think that money troubles will make for peace if only making it more difficult to continue the war, others take a different view, in which they seem to be confirmed by the bellicose tone of many communications from St. Petersburg. It is always difficult to appraise the value of loud protestations as to the impossibility of making terms. They sometimes precede the very action they declare impossible. Still, without laying too much stress upon these things, we are bound to recognize a complete absence of any substantial sign that peace is to be sought at present. Anything may come out of the indecision which afflicts the Tsar, but the oligarchy behind him is fighting for its very existence, it sees in peace another menace to its privileges, and it has no other instinct than to go on in its accustomed way.

The resolution was then put and was carried unanimously.

Times.

Theology is both an art and a science; and just as no amount of knowledge of the science of painting will make a man an artist, so no amount of scholarship will make a man a theologian.—Rev. G. W. Allen in the *Hibbert Journal*. Ergo, theologians have no scholarship?

## THE HSIN-MIN-TUN RAILWAY.

The Times had the three interesting despatches following:—

Peking, 14th March.

For several months past trains loaded with foodstuffs have been running daily to the Russians at Mukden along the Imperial railway, via Kau-pai-tsie, to Hsin-min-tun, while the Russians throughout the war have entirely ignored the neutrality of the country traversed by this section of the railway, and treated it as within the sphere of military operations. Military reasons compelled the Japanese to occupy Hsin-min-tun and cut off this important source of supplies. On Sunday the Chinese railway authorities threatened by the Russians and influenced by the Russo-Chinese Bank, closed the railway beyond Hsin-min-tun and withdrew the rolling stock between Niu-chwang and Hsin-min-tun.

The effect was serious, preventing the movement to the Japanese of foodstuffs permitted by the Russians. The Japanese are indignant; they are fighting for the integrity of China but are constantly meeting with obstruction from conservative Chinese officials who still cling to their fear of Russian supremacy. Japan is now endeavouring to induce the Chinese to reconsider this attitude of unfriendly discrimination. Unless the Chinese reopen the line they will be within their rights in adopting serious measures.

Niu-chwang, 13th March.

A prominent official of the Hsin-min-tun line with whom I have had an interview said:— "The neutrality of the line has long been fiction. The methods adopted by the Russians in overcoming the couples of officials and their violation of the regulations regarding the shipment of ammunition and foodstuffs are open secrets. The Cantonese directors are believed to be responsible for the new departure. The who's-matter has been referred to Peking and to Tientsin."

Tientsin, 13th March.

The Chinese managers maintain that they are justified in suspending the train service on the Yinkang-Kau-pai-tsie-Hsin-min-tun line, as the action of the Japanese in forcing them to break their neutrality by carrying contraband left them no alternative but to cease the services entirely.

GERMAN "INDIGNATION" UNPREDICTED.

In the course of his reply to Herr Belot in the Reichstag on March 12th, Count von Bulow again protested against the Socialist attack upon Russia, and maintained that the Social Democratic Press had endeavoured to poison the relations between England and Russia and to excite animosity between Germany and Russia in connexion with the Dogger Bank incident and the bombardment of an insignificant German trawler by Admiral Rozhestvensky's squadron. The word "indignation" had been repeatedly employed by Herr Belot in his references to the present condition of Russia. On one occasion Prince Bismarck, dealing with despatch which he had received from Count von Bulow, had written when he was a young charge d'affaires, had informed him that the word "indignation" was "not a political expression." Politicians, Prince Bismarck had observed, were "more or less personally affected" by events, but they did not indulge in "indignation."

The Germans had too strong a tendency to raise indignant protests against what took place in foreign countries. Twenty or 30 years ago they had an agitation in favour of the Greeks; followed by an agitation in favour of the Poles, and more recently they had excited themselves in behalf of the Bulgarians. They had subsequently indulged in a movement on behalf of the Turks (*Burenwagen*). There was now an attempt on the Left to excite an agitation with regard to Russia, but it was as great a mistake to regard events in that country through the spectacles of Liberalism as it would be at the time of the Holy Alliance to judge everything that took place in Europe from the point of view of Legitimist principles. When Herr Belot suggested that the German Government would like to offer assistance to Russia he could only reply that there was no intention of offering it. There was no thought of interfering in the domestic affairs of Russia or of risking German lives and German property without reason. Their personal opinion of the Russian system of government was a matter quite apart from their foreign policy.

VICKERS SMACKS HIM.

## PARIS LETTER.

17th March.

## THE RUSSIAN LOAN.

France has only been "cruel to be kind" in refusing Russia any more money with which to carry on the war in Manchuria. The wide step is universally approved by all lovers of peace. The Czar whose coffers are next to empty, can only expect to refill them on condition that he comes to terms with the Japanese at once, how to the inevitable, and seek peace with in the next fortnight. France has indeed done a great service to the world by acting as she has done. Unanimous as Nicolas II. may be, he cannot possibly carry out his hostile intentions without money. As no continuo will be lent him by his willing banker and ally, France, for further needless slaughter, and as Russia is financially crippled at the present moment, he must, unless some other Power obliges him with the £24,000,000, which he requires—which is more than improbable—listen to reason once and for all, and bring the war to a close, when he can have as much as he needs from France for the payment of the war indemnity. Nothing could be fairer.

## THE CARNIVAL.

*Mardi-Gras* or the Juventines' Carnival was entirely spoilt this year by the abominable weather. It was a dull, depressing day, with grey unsympathetic skies, from which rain fell at intervals, while the gay vivifying sunshine, which would have done so much to cheer the crowds in the streets, sulked behind the clouds, and absolutely refused to take the slightest part in the people's holiday. Though it was a *triste, triste carnaval*, and the melancholy phrase is not unexpressed, parents did all they could to cheer their children up. There was genuine fun and merriment here and there; plenty of confetti—the latter could scarcely be supplied fast enough—and more than sufficient noise, dust, and horseplay. The majority of Parisians have long ago tired of this amusement. When confetti was a novelty, and its throwing was unaccompanied by the insulting remarks and the rude behaviour of hoodlums, there certainly was some fun in going out masked on the Boulevards and pelting your neighbours with tiny multi-coloured discs of paper. Not so to-day when the fête is such a mixed one, and where gallantry has been replaced by rowdiness. This is the reason why all those that respect themselves or who value their clothes stay at home on Shrove Tuesday. The few that go out take good care to quit the streets at nightfall. These remarks do not imply that Parisians are less gay than formerly, though they draw a line between mirth and coarseness. Comettis and its unpleasant accompaniments, it may be said, have had their day.

The police are more merciless than ever in their crusade against artistic forgers; thanks to the vigilance of the authorities, a great number of forged masterpieces have been seized at the Hotel Drouot—one of the known picture markets in Paris. The latest example includes nearly all the great names of the Barbizon School, such as Corot, Daubigny, Courbet, and Harpignies. The forged or suspected *chef-d'œuvre* are shipped into the sales among genuine works by a most ingenious system which until quite recently, baffled the police as much as the auctioneer. The most remarkable thing about this is perhaps the fact that sums varying between 10,000 and 15,000 francs each have been offered for such forgeries by connoisseurs.

## AERONAUTICS.

That intrepid young Brazilian aeronaut, M. Santos-Dumont, has been very hard at work of late. All being well he proposes to renew his interesting experiments shortly with his latest and most scientific invention, the Santos-Dumont XIV.—admitted to be the most perfect type of airship or navigable balloon ever seen. More wonders are expected by Parisians, as soon as the weather breaks.

## MOTORISTS.

The next six months will prove an exceedingly busy time with the French automobile world. The following interesting matches have been arranged by the Automobile Club of France. The first yachting competition will take place on April 1st with the Monaco meeting, which will last twenty days; this event will be succeeded by the Algiers-Toulon contest which opens on May 16th; the Kiel meeting will take place from June 22nd to 30th; the Calais-Ramsgate on July 15th; the Ostend week from July 21st to 25th; Paris to Rouen, August 1st to 13th; Havre Regatta, August 15th; the Harmsworth and Recops Cup at Arcachon, September 7th to 11th; and the San Sebastian meeting—the last, September 20th. The racing for the British International Challenge Cup will take place at Arcachon on September 11th. A more exciting programme has seldom been drawn up.

## TOURIST.

All efforts having failed to induce M. Loubet, the venerable President of the French Republic, to continue to act as the Head of the State for a third term, that popular and distinguished gentleman is anxiously looking forward to the 18th of February 1906, when he will retire with all honours and proud of his work. Age and recent family troubles have told on M. Loubet very much, whose wish is to retire to some quiet spot in the South of France, and there end his days in peace, after his brilliant career. While President he has had as his guest nearly every Sovereign in Europe, with whom he is on the friendliest of terms.

## SUN SPOTS.

According to the Abbé Moreau of the Bourg Observatory—whose meteorological forecasts are regarded as authoritative in France—the new sun spot is a disquieting sign of the times; it forecasts earthquakes and colliery explosions, unless the solar conditions undergo a change, of which at present the Abbé can detect no symptoms.

## DREYFUS AGAIN.

Have Parisians sufficient patience left to listen to a fresh Dreyfus trial? Time will prove. Whether they have or not will not prevent the case being heard once more. The procedure for the re-opening of the *grande affaire* for the second time has taken a definite step in advance. The Prosecutor of the Courde Cassation has just presented voluminous report consisting of nearly 1,000 pages, embodying his conclusions and the ground upon which they are based. The Prosecutor unreservedly urges revision, but argues against sending the case to another Council of War. Impression prevails that before a final decision is taken by the Court of Cassation, M. Sarrazin, president of one of the sections will be commissioned to draw up a studied commentary upon the report for the guidance of his colleagues. What will the last be heard of the Dreyfus case?

## THE CHURCH BELL NUISANCE.

Parliament has been petitioned by the Fournies (Nord) section of the League of the Rights of Man to press the ringing of Church bells, on the plea that it is a continual cause of annoyance and eariness to intellectual workers. Anything of a religious nature of late seems to be as galling to Frenchmen as a red rag to a bull. Fournies is composed entirely of ardent socialists, all of whom have made up their minds to vote for such a proposal—intend to make that fashionable centre

as lively at night as it is in the day-time. It has often been remarked that while during the daylight hours the Avenue is full of life and bustle with equipages and fashionably dressed people, it is silent and deserted at night, simply because shops close about six or seven o'clock, the lights are turned out, and the avenue is in semi-darkness. This is not so on the Boulevards, where shops keep open late, there is plenty of light and colour, and the promenades are numerous until the small hours of the morning. Shopkeepers have laid upon the following excellent idea of attracting crowds to their quarter. As more light is wanted owing to the electric lamps in use only illuminating the first floors of the house, leaving shops in the shadow, powerful gas jets are about to be placed where they are wanted, while fellow tradesmen have agreed to keep their windows brilliantly lighted until nearly midnight. This will have for effect to convert the Avenue de l'Opéra—which is one of the worst-lighted streets in the capital—into one long blaze of illuminated brightness. Nor is this all, for at regular intervals down on each side of the Avenue, bronze pedestals are to be placed, while on each of these—high enough to be out of the way of a pedestrian with his umbrella up—rest green plants, palm trees, rhododendrons, camellias, and other choice flowers, according to seasons.

## THE CROWN COLONIES.

The Duke of Marlborough presided on March 14th over a meeting of the Royal Colonial Institute at the Whitehall Rooms, Hotel Metropole, when Sir Charles Bruce read a paper on "The Crown Colonies and Places." There was a good attendance, which included the Duchess of Marlborough, Sir Patrick and Lady Manson, Sir William Thistlethwaite-Dyer, Sir William H. Treacher, Sir Edward Wingfield, Sir Frederick Young, Colonel Sir Roper and Lady Pakington, Sir James Edward, Mr. Benjamin Kidd, and Mr. J. S. O'Halloran (secretary).

Sir Charles Bruce, in the course of his paper, said that while the self-governing colonies with the exception of a considerable territory in Northern Australia, lay in temperate zones, it would be seen that the Crown colonies and places, apart from stations occupied for naval and military uses, were almost exclusively contained between the tropics of Cancer and Capricorn. During the 19th century, when the drift of our colonial policy was towards arrogation and the surrender of industry and commerce to free competition, two questions were often asked—"What is the good of Colonies?" and "What are we to do with them?" The general reply—though not without some vigorous protest—was "They are of no good; get rid of them." The 20th century, however, had already formed a saner judgment, and he proceeded to show that our Crown colonies and places were of enormous and incalculable value. We must frankly abandon the policy of the 19th century, based on the conception that it would be possible and desirable to hold our hands and stand aloof from the tropics. We must realize the extent to which our civilization rested on the productions of the tropics, and recognize that the principle underlying all trade—that exchange of products between regions and peoples of different capacities tended to be mutually profitable—found its expression in our temperate and tropical regions in its most natural expression. We must make up our minds that the chief aim of our administration must cease to be the education of the people in political methods with a view to providing them with an equipment of political knowledge and departmental officials. What we had to do was to teach them that the sure foundation of prosperity was the development of natural resources, and that in their aspiration for social equality they would find that industry, business, and commerce were far more profitable leverellers than official or political classes. Assuming that, whatever might be the established form of government in a colony, the development of its resources was to be the first concern, the conditions essential to such development must first be considered. The conditions were health, labour, organization of industry, transport, and finance. Sir Charles Bruce dealt with each of these heads, and in connection with health spoke of the work of the London and Liverpool Schools of Tropical Medicine. As to labour, he concluded that, if we were to retain our control of the tropics and draw from them with advantage the products of which they had a monopoly, we should have to look to the immigration of Indians and Chinese for a large share of our labour supply. After drawing attention to the importance of transport facilities in the development of Crown colonies, he said that the severity of the probable struggle for control of the tropics could not be better illustrated than by the history of the sugar industry. With regard to finance and the question of financial relations between the mother country and the Crown colonies, he re-marked that the policy of protection in the accepted sense of the term did not enter into the fiscal system of the Crown colonies for the best of all reasons—they had nothing to protect. Though a universal Imperial Zollverein might not be possible, there seemed to be no reason why the principles of a Zollverein should not be introduced into the fiscal relations of the United Kingdom with Crown colonies and places. In conclusion, Sir Charles Bruce suggested, in regard to the question of the Crown colonies' contributing towards the defence of the Empire, that in future the contributions to Army funds should be abolished, that there should be substituted a contribution to the Imperial Treasury for defence funds, and that all the Crown colonies should be invited to contribute to the funds, according to the measure of their power, on such a basis as might be found most convenient.

(Hear, hear.)

The Duke of Marlborough, who opened a discussion which followed, spoke of the importance of developing the Crown colonies. The value of the colonies was that they supplied us with foodstuffs and raw materials and formed a good market for our manufactured goods. He drew attention to the sugar industry, and observed that in the West Indies it had during the past 12 months developed and increased, in an amazing manner. There was a big future in store, too, for the fruit industry in the West Indies. It was most vital that the supply of cotton should be increased throughout the world, and he would prefer to see that increase take place within the confines of the British Empire. As to what the colonies would do in the matter of Imperial defence, the present moment was not one in which he could express an opinion. In the ordinary course of events another Colonial Conference was bound to take place in 1906, and the question of Imperial defence would be sure to be discussed. He could not help fearing that they could look forward in the future to representatives of the Crown colonies being present at colonial conferences and being allowed to express their views on Imperial defence. If that were over-conceded, it would stimulate the interest of the colonies themselves in the question. (Hear, hear.)

Mr. Benjamin Kidd and others took part in the discussion.

## LATEST STEAMER MOVEMENTS.

The silk ex C.P.R. str. *Athenian* arrived in New York on the 17th April.

The C.P.R. str. *Athenian* left Vancouver on Monday, the 17th inst., p.m., for Hongkong via the usual ports of call.

The Barber Line str. *Shimosa* sailed from New York on the 13th inst.

The Boston S.S. Co.'s str. *Tremont* sailed from Manila on the 13th inst.

The Barber Line str. *Hindustan* arrived at Manila on the 16th inst., and may be expected here on the 21st inst.

The E. & O. str. *Banca* left Singapore for this port on the 13th inst., at 6 a.m.

The H.A.L. str. *St. Saegambia*, from Hamburg, left Singapore for this port on the 15th inst.

p.m., and may be expected here on the 24th inst.

make up their minds to vote for such a supposi-

## THE CITY OF MUKDEN.

Mukden, pronounced Muk-kun, a city of nearly 300,000 people, to whom are now added upwards of 100,000 refugee villagers, was founded about 270 years since by Tai Tsang, father of the first Manchu Emperor to reign in Peking. It was many years before the massive walls, lying foursquare with the points of the compass and enclosing a square mile, with eight bastioned gateways, two on each side of the city, were completed. There is no water gate, and the porous soil absorbs the rain, 30ft. to 40ft. below the surface is a gravel bed resting on clay, and thus the wells never fail to supply good water.

The city and its suburbs are surrounded by an earth rampart from 10ft. to 20ft. in height, and about 13 to 14 miles in circumference. The general plan is a double cross, with two main streets in each direction. The houses, mostly one-storyed, are with few exceptions of brick and tiled. The people are about four-fifths Chinese and one-fifth Manchus. Among the Chinese are some 20,000 Mohammedans, descendants of those who were transported from Western China in bygone ages. These Mohammedans have grown very rich under the Russian regime.

Mukden is a great trading and business city with many small local manufactures, though these do not attain great dimensions. It is the greatest collecting centre for rich furs in all Eastern Asia, and vast numbers of pelts are cured for export. The government is modelled to a large extent upon that of Peking, and has seven of the eight boards. It is usually a great place of arms and a great residential town for families of mandarins. It is also noted for its large Shensi banking houses. In the eastern suburbs the arsenal and mint, both constructed just after the war ten years ago, and well stocked with German machinery. The two tall chimney shafts can be seen for a long distance off. Outside the west and east suburbs are large barracks.

The city lies about two miles north of the Hun river. The land between is well cultivated for about a mile and a half, and for the 1st half-mile there are sandbanks. The circular enclosure with the Altar of Heaven is south of the city. conspicuous from afar are the four huge Tibetan dagobas of solid masonry with large crowns of beautiful bronze work, which stand as sentinels about two-thirds of a mile from the centre of each wall of the outer city. The country around is flat or undulating and very pretty, owing to the numerous groves of fir and other trees, within which lie the graves of wealthy mandarin families.

The Russian railway crosses the Hun below the sandbank zone; or about five or six miles south-west of the city, on a well-made bridge with 13 piers. The station and cantonments are nearly two miles from the city on the west. These lie in the line skirts near the northern rampart to the north-east along a very high embankment, which commands a fine view of the city walls and gateway towers. From the northern of the two western gates runs the great Imperial road to Hein-min-tien and Peking, down which the Japanese advanced to the old railway 12 miles west of the city, where the Russians offered a stubborn resistance before they fell back to the Lung-kang, or Dragon ridge. At the western end of this ridge is Ta Wu, "Popo's circle," a curious round formation of low cliffs of earth, on which stands a small and very ancient pagoda. It was here, four miles from the city and two miles from the Pei-ling tomb, that the Japanese made a great and successful capture of batteries, and thence easily shelled the large sacred forest of the Pei-ling, seized San-tai-tzu Station, cut the line, and held thereby heavy carts route north. A ridge of hills extends from the pagoda above mentioned to the Tung-ling, or Fu-ling tomb, six miles to the east of the city, which, like the Pei-ling, contains only one mound or grave. Both are most sacred in the eyes of all Manchus, and until recently capital punishment was threatened to any unauthorized person trespassing within the sacred enclosure. The inner enclosure was even more strictly guarded.

The actual graves are mounds of earth about 100ft. high and oval, surrounded by a crenellated brick wall. Behind them and to the north there rises a high horseshoe-shaped artificial hill covered with trees; to the south is a long array of buildings for sacrifice and other rites or for the convenience of the Imperial visitors. All these buildings have roofs of yellow or green glazed tiles. Outside the main entrance is a grandly-carved Pailo, or arch of triumph, and a stone-paved, grass-grown causeway, with large carved stone animals, forms the approach. There are only two Imperial tombs, those of No-ar-chu and Tai-tung respectively, near Mukden. The earlier Manchu chiefs lie at Yang-ling, the tomb of the braves," 80 miles further along the Dragon ridge, near Shing King. This ridge becomes mountainous farther east, and stretches to the Long White Mountain and the sacred volcano Dragon Pool.

## RUSSIAN WAR PARTY DETERMINED.

Measures are still being taken for continuing the war. The 18th Army Corps is to be mobilized. A fresh Council of War has been held at the Palace. It appears that the nomination of the Grand Duke Nicholas Nikolayevitch has been decided upon, but that he himself has not yet accepted it. General Sukhomlinoff would be the chief of the Grand Duke's staff, but would in reality exercise the authority of generalissimo. Financial measures are also under consideration. Duties to be imposed upon matches, petroleum, and heavy oils will yield about 400,000 rubles (24,000,000). "But that is very little, for if they want to despatch 400,000 men, at least a million rubles (£100,000,000) will be required."

The army could not be ready for action before the end of six months. Where will the Japanese be by that time, and in what numbers? As to peace, it is exceedingly improbable, as nobody in Government circles will hear of it except M. Witte, who alone up to the present has seen clearly, but who will certainly not be listened to."

The steamer *Tacoma*, after having passed more than a month in the ice off Hokkaido, has been seized by the Japanese. She left Tacoma on 6th January for Vladivostok, and was reported of Hokkaido on February 3. Since

then it has been a fairly even chance whether she would be a marine loss or a capture. The *Tacoma*, of 2,812 tons, built in 1871, was insured against war risks for £52,100 (full, £13,000; cargo and freight, £39,100). This makes the twenty-first steamer reported since January 13, of which 19 steamers and cargoes were insured here for £1,130,000. In addition to this sum, which part may be recovered on appeal against Prize Court decisions—underwriters have to find over £400,000 as compensation for cancellations of Vladivostok risks.—*Times*, 15.3.05.

## KODAK FILMS

& ACCESSORIES.  
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17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE)

Hongkong, 27th December, 1904.

THE CROWN AGENTS FOR THE COLONIES.

SIR CHARLES BRUCE, G.C.M.G., made the following reference in the course of his recent lecture to the Royal Colonial Institute:

"Any account of the administration of the Crown Colonies would be seriously inadequate without reference to the Office of the Crown Agents, the commercial and financial agents for all the Colonies not possessing Responsible Government, as well as for the Protectorates controlled by the Colonial Office and the Foreign Office. In the Office of the Crown Agents the commercial and financial demands of the Governments of the Crown Colonies, over the most distant and the most isolated, are brought into focus at the centre of supply, just as their political and administrative difficulties are brought into focus in the Colonial Office. In illustration of their position I may mention that neighbouring Colonies in remote parts of the Empire find it more convenient to adjust their accounts through the office of the Crown Agents in London than by direct communication. Their commercial business includes the supply of all stores that cannot be procured locally, and their more important transactions in India supplies for the departments of railways, public works and harbours. Next in importance are the requirements of the post and telegraphic departments; the supply of hospital and laboratory stores; and the equipment of the police and military forces. During the year 1903 they shipped stores to the Colonies of the value of about £3,500,000. It is evident that they are thus enabled to buy in a cheaper market, and to hold a stricter control over manufacturers than would be possible for Agents of single Colonies. But their transactions extend far beyond the supply of materials; when important works such as railway, harbour, drainage, water supply schemes are projected, their business includes correspondence with consulting engineers, making arrangements for surveys, drawing and making contracts, and advising the Secretary of State and the Colonial Government on questions of concessions or any point of difficulty that may arise. As a specific instance of the transaction of the Crown Agents in the matter of railway construction, I may refer to the West Africa railway, in connection with which testimony has been borne by Sir William MacGregor, Sir Alfred Jones, and others to the services they have rendered.

But it is in financial business, and especially in the arrangement of temporary advances and fixed term loans, that the Crown Agents have rendered the most signal services to the Crown Colonies. They hold in trust on behalf of Colonial Governments over £29,000,000 of security, while the loans domiciled with them on which they pay interest amount to £23,500,000. This position enables them to obtain for the Colonies temporary advances on terms much more favourable than would otherwise be possible.

As a result of the exceptional transactions connected with the Transvaal and Orange River Colonies and the liquidation of the affairs of the late South African Republic, the Crown Agents in 1903 arranged for advances to various Colonial Governments, in anticipation of the issue of loans or the receipt of instalments of loans to the amount of £29,000,000; while they lent out temporarily at interest money belonging to the Colonies to the extent of over £15,000,000.

I am sorry that the exigencies of time make it impossible for me to give a detailed account of the transactions of the Crown Agents with the Colony of Mauritius during a severe financial crisis in the year 1897, but I gladly avail myself of this as of every occasion to express my sense of the particular services then rendered to the Colony. I believe that similar service has been done in British Guiana, and my experience leads me to believe that the assistance which the

## NOTICE

Communications respecting Advertisements, Books, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

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## NEW ADVERTISEMENTS

## WANTED

BOARD and LODGING with Private Family—Apply, stating terms.  
BOX 536.  
Care of Daily Press Office,  
Hongkong, 20th April, 1905. 1936

## NOTICE

A. S. WATSON & CO. LIMITED.  
EASTER HOLIDAYS.

THE following hours of Business will be OBSERVED in All Departments—  
FRIDAY, 21st April, 10 a.m. to 1 p.m.  
MONDAY, 24th A.M.—  
A. S. WATSON & CO. LTD.  
Hongkong, 19th April, 1905. 1937

KOWLOON BOWLING GREEN CLUB.

THE Opening Day of the Season will be held at the GREENS in Austin Road, Kowloon, on SATURDAY, 2nd inst., at 3 p.m.

Spoon Competitions will be played.  
Friends of Members are invited.

D. GOW,  
Hon. Secretary,  
Hongkong, 20th April, 1905. 1938

## THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM, which, by the bye, is always known by the "Golden Butterfly" on the tin, keeps excellently anywhere and everywhere. When opened, it is fresh and sweet as though it had just been skimmed from the Freshest Dairy Milk.

Nothing but praise has been received from those who have tried it.

NO PRESERVATIVE OF ANY KIND IS USED. THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

Sole Agent—

H. RUTTONJEE,  
No. 5, D'Aguilar Street, Hongkong,  
and  
37, Elgin Road, Kowloon,  
Hongkong, 20th April, 1905. 1939

## A SMOKING CONCERT

will be held under the Auspices of the MASONIC QUADRILLE CLUB, at the OLD CHAMBER OF COMMERCE ROOMS, at the City Hall.

TO-NIGHT (THURSDAY), the 20th inst. Doors Open at 8 p.m. Concert at 8.30 p.m. Admission 5s. Tickets to be had at the Door. Hongkong, 18th April, 1905. 1940

PUBLIC AUCTION.

THE Undersigned have received instructions from the HUNGKAAK, SUPREME COURT, to Sell by Public Auction,

on

WEDNESDAY, the 26th APRIL, 1905, at NOON, at SAM YICK COAL GODOWN, Mong Kok-tau, about 1,200 TONS.

KALPING CO. A. Steam Launch will leave Blake Pier at 11.30 a.m. to convey intending purchasers.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 20th April, 1905. 1940

## SHELL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "PINNA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m., To-DAY, the 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 26th inst., at 2 p.m.

All Claims must reach us before the 23rd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO., Agents.

Hongkong, 19th April, 1905. 1941

## OCEAN STEAMSHIP COMPANY, LIMITED.

## AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TELEMACHUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 26th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1905. 1942

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE

THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, TO-DAY (THURSDAY), the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE,  
Secretary.

Hongkong, 12th April, 1905. 1943

## BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th inst.

Hongkong, 18th April, 1905. 1944

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th instant, respectively.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 11th April, 1905. 1945

## HONGKONG JOCKEY CLUB.

## NOTICE

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th April, 1905. 1946

## HONGKONG JOCKEY CLUB.

## NOTICE

THE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th April, 1905. 1947

## PIANO TUNING.

M. R. M. HENRY, Seven years with Messrs. BROADWOOD, London, solicits the Patronage of Hongkong Residents.

Piano or Organ Tuning. Repairing or regulating at Cheap Rates.

Orders or enquiries may be left with Messrs. A. CHAZALON & CO., 8, Queen's Road Central, Hongkong, 19th April, 1905. 1948

## MUSIC.

## PIANO AND SINGING.

M. R. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residence.

For terms, etc. Apply to—

THE ROBINSON PIANO CO.

Hongkong, 19th April, 1905. 1949

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TO-DAY (THURSDAY),

the 26th April, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE, CAMPING-WOOD, WARDROBE, CROCKERY, GLASS and PLATED WARE, ELECTRIC FANS, COPYING PRESS, JINRICKSHA, LADIES' and GENT'S BICYCLES and EVENING CHAIRS, COOKING RANGE, &c.

TERMS OF SALE:—As customary.

V. I. REMEDIOS,  
Auctioneer.

Hongkong, 18th April, 1905. 1950

## PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction

on

WEDNESDAY,

the 26th day of APRIL, 1905, at 3 P.M., at his SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz.—

All that Piece or Parcel of Ground situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1,955. Area 68 square foot. Term 75 years. Annual Crown Rent \$1.00 together with the Message theron known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER.

Solicitors for the Mortgagors,

or to—

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 13th April, 1905. 1951

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY, Situate at PARCE View, LYTTLETON ROAD, Victoria, on MONDAY,

the 1st MAY, 1905, at 3 P.M., at Messrs. HUGHES & HOUGH'S SALES ROOMS, Des Voeux Road, Central.

All that Piece of Ground situated lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Inland Lot No. 1,216 containing by measurements 75.291 square feet together with the Message theron known as No. 1, 2, 3, 4, 5, & 6, Park View, Lyttleton Road, Victoria.

For further particulars, apply to—

Messrs. DENNYS & BOWLEY,

Venice's Solicitors,

or to—

Messrs. HUGHES & HOUGH,

Auctioneers.

Dated the 10th day of April, 1905. 1952

## PUBLIC COMPANIES

## GEO. PENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on THURSDAY, the 25th day of April, 1905, at 12.30 o'clock in the afternoon, when the abovementioned resolution will be proposed.

## RESOLUTION:

That the Capital of the Company be increased from \$150,000 to \$150,000 by the creation of 12,000 new Shares of \$25 each; that \$6,000 of the said new Shares be offered to the parties who on the 29th day of April, 1905, shall be Members, in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) or on the 30th day of June, 1905, or (with interest thereon at the rate of 12 per cent. per annum from the 30th June, 1905, to the 15th August, 1905, or for such lesser period as the Directors shall from time to time fix at any time determine); and that the remaining 6,000 new shares be offered to such parties, at such time or times and upon such terms and conditions as the Directors shall think fit and determine.

The TRANSFER BOOKS and REGISTERS of Shares will be CLOSED on the 28th and 29th April, 1905.

By Order of the Board of Directors.

W. G. WINTERBURN,

General Manager.

Hongkong, 15th April, 1905. 1902

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

## LOST.

THE CERTIFICATES of 30 and 2 SHARES standing in the Register of this Company in the names of WONG LAM and APCAR GABRIEL APCAR respectively having been LOST, viz.—

Script No. 811-13349/13413—15 Shares.

228-28338

**GREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
HONGKONG.

## BURGUNDIES.

	Per Case Quarts \$15.80
NUITS	15.60
MAISON ORDINARY	18.60
SUPERIEUR	21.75
VOLNAY SUPERIEUR	23.40
POMMARD	27.00
CHAMBERTIN	33.60
CLOS VOUGEOT	38.70
COEUR ENFANT JESUS	47.70
SPARKLING BURGUNDY	54.00
SPARKLING POMMARD	24.00
SPARKLING CHAMBERTIN	36.90
	48.80

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Firms.

45-10

**THE CIGARETTES OF THE FUTURE.**

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**  
ALEXANDRA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.



TRADE

MARK.

SOLE AGENTS FOR HONGKONG:

**[52] KRUSE & CO., CONNAUGHT HOUSE.**

## INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN &amp; CO.

Hongkong, 1st January, 1904. 31

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903. £16,593,656.

I. AUTHORIZED CAPITAL... £30,000,000

SUBSCRIBED CAPITAL... 2,750,000.

PAID-UP CAPITAL... 687,500 0 0

II. FIRM FUNDS... 3,656,981 12 3

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SEBWEAN, TOMES &amp; CO., Agents.

Hongkong, 18th June, 1904. 1886

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897. 181

HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

'DAILY PRESS' OFFICE. The only office in China laying European taught workmen. Equal to Home work.

IRON MERCHANTS.

SINGON &amp; CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Importers. Pig Iron and Foundry Coke Importers. General Storekeepers. Tool Dealers, &amp;c.

33 &amp; 37, Hing Loong Street (1st Street, West of Central Market.)

JEWELLERS.

MAISON LEVY HERMANOS Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST. Broads and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs, No. 84, Queen's Road Central.

PRINTING.

'DAILY PRESS' OFFICE. Proofs read by Englishmen.

STOREKEEPERS.

BISMARCK &amp; CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &amp;c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG &amp; CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware Engineers Tools, Metal, Iron and Steel Merchant.

57, 58 &amp; 59, Connaught Road, New Praya, Central.

THE Hong Name of the Firm of L. G. PLACE TAVARES &amp; CO., Importers, Exporters and Commission Merchants of Canton (Established in 1892), has been Changed from KWONG SANG YOUNG HONG to KWON YOUNG HONG which said name was registered in the British Consulate at Canton on March 27th, 1905.

L. G. PLACE TAVARES &amp; CO.

Canton, 15th April, 1905. 1000

NOTICE.

THE Undersigned beg to notify that only Mr. A. K. ARCUILLI is entitled to Sign the Firm's name.

ARCUILLI, CRUZ &amp; CO.

Hongkong, 14th April, 1905. 987

NOTICE.

THE Undersigned beg to notify that only

Mr. A. K. ARCUILLI is entitled to

Sign the Firm's name.

ARCUILLI, CRUZ &amp; CO.

Hongkong, 14th April, 1905.

NOTICE.

THE Hong Name of the Firm of L. G.

PLACE TAVARES &amp; CO., Importers,

Exporters and Commission Merchants of

Canton (Established in 1892), has been Changed from KWONG SANG YOUNG HONG to KWON YOUNG HONG which said name was registered in the British Consulate at Canton on March 27th, 1905.

L. G. PLACE TAVARES &amp; CO.

Canton, 15th April, 1905. 1000

NOTICE.

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## SCIENTIFIC MISCELLANY.

THE GLOW WORM'S LAMP—AN INGENIOUS GALVANOMETER—BRAIN DEVELOPMENT—SMOKE ANNIHILATED—PEANUT PLAGUE—COLOURS FROM MOLASSES—AN ELECTRIC LAMP FOR VEHICLES—THE POISON OF TARTS—THE HOTTEST HEAT.

To the statement that absolutely nothing is known of the light of the glow-worm Dr. T. L. Phillips takes exception, showing that the phosphorescent organs of the glow-worm and the fly have been the subject of numerous inquiries. The source of the light proves to be not the organs themselves, but a white-inertous substance known as "noctilucent," and Dr. Phillips himself showed thirty years ago that this substance is a special product of decomposing fish. It is reported as the payable light-emitting material in all animal and vegetable phosphorescence. Luminescent bacteria, the tiny organisms that give light to large areas of the sea surface certain fungi and other living forms seem to produce noctilucent. The material has a complex composition, glows in the dark like phosphorus and is made luminous by slow oxidation. Artificial organic substances of similar nature are now known.

The novel and highly sensitive galvanometer of M. Finthoven consists of a silvered quartz fiber stretched like a violin string between the poles of a powerful electro-magnet. The passage through it of a small current causes the wire to be deflected perpendicular to the field, and the deflection can be measured directly by a microscope carrying a micrometer or it can be photographed with a suitable scale to show the curve. The sensitivity can be regulated by adjusting the length of the wire.

The mathematical aptitude of boys and girls of 8 to 15 has been compared by Prof. V. Mercante, of Buenos Ayres, by tests of quickness in reading numbers and in arithmetical operations. A curious discovery is that an abnormal activity of memory exists at about 13, followed by a period of intellectual depression, and at 14 by a sudden leap in creative imagination and reasoning power.

The smoke-consuming device lately tested in a factory at Westminster, Eng., consists of a screen of tubular fire-bricks so placed in the furnace that all products of combustion must pass through the screen. The bricks, which are of special material, quickly become incandescent, and the great heat ensures thorough burning of all gases and combustible material, preventing the discharge into the air of solid carbon particles. The exhaustive trials made proved that the worst quality of coal could be used under the factory boilers with practically no smoke. When damp coal dust, costing \$2.75 per ton delivered, was shoveled into the fire in quantity, a light gray cloud appeared at the top of the chimney stack, but even this disappeared in a few seconds. It is believed that the same solution of the smoke problem can be successfully applied to house-hold fires.

The peanut is one of the chief cultivated plants of German East Africa, where it has been prized for its relative freedom from disease. A mysterious malady, characterized by reddish brown spots, has now appeared, and is rapidly killing off the peanut plants of the region. A similar disease affects plants of other localities without proving fatal. The cause is believed to be some unknown parasitic organism, but the sought-for fungus has not yet been found on roots, leaves or flowers.

Colouring substances from molasses in solution are obtained in Germany by precipitation with metallic salts in the presence of acids. When, for example, molybdenum salts and sulphuric acid are used, a colouring matter resembling indigo is obtained, but with a shade varying from clear green to greenish blue and deep blue according to the proportions of the mixture. The colouring matters are mostly difficult to dissolve and partly insoluble in water.

Though the efficacy of cannon firing for breaking up bird-clouds has been questioned, statistics are claimed to show marked reduction in damage to the vineyards of Southern Europe since 1900. Even lightning and thunder have been suppressed in the protected area.

Oil and acetylene lamps have been depended on chiefly for motor vehicles, on account of the great weight of the accumulators hitherto necessary for feeding electric lamps. Dr. Anor, the inventor of the incandescent gas mantle, seems to have overcome the difficulty by now employing a electric lamp, which has been brought to a commercial stage through a long process of evolution. Tests are claimed to show a marvellous power as compared with other lamps. Two pocket accumulators, the smallest made, serve to feed an 8-volt Aera lamp, and this is said to give a magnificent light for a motor-car. The weight of the small cells is trifling. The new lamp is much like the ordinary incandescent lamp in appearance, its superior qualities being attributed to the use of certain materials—such as the rare oxides ceria and thoria—employed in the incandescent gas mantle.

Poisoning by cream tarts has been reported in many countries and in numerous cases. A French chemist has been led to investigate, taking up especially the poisoning of five persons near Lyons by cream cakes from a certain bakery. Infection with some germ—and not the materials of the tart—proved to be the cause of the poisoning. The exact nature of the germ was not determined, but it seemed to be associated with fermentation and a peculiar taste and odor.

The intense heat of the electric arc is not the highest produced in the workshop. Probably the highest temperature yet attained is that of A. G. Himalaya, a Portuguese, whose method consists in concentrating sunlight, and who by this means readily volatilizes every known substance. In his St. Louis experiments 6.00 silvered glass mirrors were used to throw the rays on a single point.

Both Rontgen and radium rays have given Dr. M. Koenicke a marked action on plants. Seedlings were retarded and eventually ceased growing, but in some cases revived after an interval. Germination of bean and turnip seeds was accelerated at first, beans ceasing to develop at a time.

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## GARRISON ORDERS.

HEAD QUARTERS,  
HONGKONG, 19th April, 1905.

GENERAL ORDER.—Gazette India.—No. 60.

The following extract from the Gazette of India published for information:—Military Department, Fort William, 3rd March 1905. The following promotions are made, subject to His Majesty's approval:—Lieutenants to be Captains, 1st March, 1905. Cuthbert Gordon Hutchinson, Civil employ, Burma (93rd Burma Infantry). John D'Oyley, 119th Infantry (The Madras Regiment).

GARRISON ORDERS.—Divine Service.—No.

1. Divine Service will be conducted on Good Friday as follows:—

Dominion	Troop	Where held	Hour	Omnia
Ch. of England	Victoria Cavalry	8.30 a.m.	Chaplain	
Ch. of England	St. George's Guards	11.15 a.m.	Chaplain	
Ch. of England	Levellers	Under	Sir Officer	
Ch. of England	Foot Guards	4 p.m.	Chaplain	
Roman Catholic	Victoria Cavalry	9 a.m.	Officer Clergy	
Roman Catholic	Kowloon	7.30 a.m.	Officer Clergy	

## CONSTIPATED FOR THREE YEARS.

BILE BEANS EFFECT A CURE.

Bile Beans have once again demonstrated their superiority over medical skill. An English lady, Mrs. Ann Maria Jeffs, of Frankley, Worcester, suffered so severely from constipation, which doctors failed to relieve, that she was regarded as incurable. Bile Beans, however, succeeded where all other remedies had failed, and Mrs. Jeffs once more enjoys the blessings of good health. Speaking of her suffering and cure, she says:

"For three years I suffered acutely from constipation, which brought on lassitude and overpowering drowsiness. At times the pain experienced after taking food was so bad that I actually fasted for three days to avoid them. I was always dull and heavy, and suffered from headaches and awful depression.

"A local doctor was consulted, but I obtained no results from his medicines, and continued to get worse. My condition eventually became so critical that my husband and friends thought my days were numbered.

"Nothing would stay on my stomach—not even a drop of tea or a little boiled milk; and as no nourishment could be put into my system, I wasted away to a mere shadow.

"My husband heard of Bile Beans, and as a last hope we got a supply. I persevered with them, and the fact that they were going to cure me soon became clear. Soon after beginning to take them I passed two great gall stones. The passing of these gave me great pain, but when the pain subsided my home became easier and the constipation left me altogether. Every week I got better, the ailments I had suffered from disappeared, and in the end I was completely restored to health.

"I met my doctor while the cure was in progress. He asked the cause of my improvement, and when I told him he said: 'If Bile Beans have made this wonderful change in you, all my means containe them.' Another day I was stopped by our minister, who, on hearing what had cured me, said: 'The change is so wonderful it is your duty to write to the Bile Bean Co. and thank them.' Bile Beans are now our family medicine."

This is the nature of the testimonials daily received by the proprietors of Bile Beans. This great vegetable and scientific remedy is also a cure for indigestion, debility, biliousness, constipation, piles, nervousness, anemia, female ailments, weakness, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Obtainable from all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [180-16]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

M. R. S. GILLANDER'S

"GLENWOOD,"  
27, CAINE'S ROAD.  
Hongkong, 19th March, 1905. 1761

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS,  
McDonnell Road



**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.  
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 22nd April.
GLASGOW and LIVERPOOL	"CALUCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MONTENE"	On 1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACLINUS"	On 21st April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALUCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

• Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 21st May.
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 20th April, 1905.

[9.10]

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
MARINA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On 22nd April.
IOLO	"PROVIDENCE"	On 24th April.
CEBU	"TAMING"	On 24th April.
IOLO	"SUNGKUANG"	On 25th April.
TSINGTAO, CHEFOO and TIENTSIN	"KANSU"	On 25th April.
KOBE	"TSINAN"	On 25th April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th April, 1905.

[11]

**CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 31st May.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 21st June.
Hongkong to London, 1st Class.....	via St. Lawrence £62.	
Intermediate or Steamers, 240.		242.
and 1st Class Rail.....		

The magnificient TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

[6]

## REGULAR STEAMSHIP SERVICES

BETWEEN

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

## STEAMERS LEAVING

TAMSUI VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 23rd April,
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	H. A. HARALDSEN	at 8 A.M.
TAMSUI VIA SWATOW AND AMOY	"CLARA JEBSEN"	TUESDAY, 25th April, at 8 A.M.
TAMSUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 30th April.
ANPING VIA SWATOW AND AMOY	C. MOLLE	WEDNESDAY, 3rd May.
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN"	
	C. OLSEN	

For Freight, Passage, and further information, apply to Bradley &amp; Co.

LATE

## OSAKA SHOSEN KAISHA.

Hongkong, 20th April, 1905.

**PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"NUMANTIA" 4,370 Bremer April 27th, 1905.

"ARABIA" 4,483 Bable May 11th, 1905.

"ARAGONIA" 5,198 Schult May 30th, 1905.

"NICOMEDIA" 4,370 Wagner June 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1905.

**BOSTON STEAMSHIP COMPANY.**

## NOTICE TO CONSIGNEES.

## S. S. "TREMONT"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-signature and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by me in

any case whatever.

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 13th April, 1905.

## SHIPPING IN PORT.

## STEAMERS.

B. BJORNSEN, Norwegian str. 790, C. Olsen,

15th April.—Tamsui, Amoy and Swatow

14th April, General.—Osaka Shosen Kaisha

BOOGSTAD, Norwegian steamer, 1,982, H. S.

Gulhaugen, 16th March.—Chinkiang 14th

March, General.—Order.

BOONTO, German str. 1,344, E. Muhe, 15th

April.—Sandakan 10th April, General and

Timor.—Meleches &amp; Co.

BRUNSWICK, German str. 854, H. Selek, 16th

April.—Bangkok 9th April, Rico.—

Wester &amp; Co.

CONINGSBY, British str. 2,157, Chas. E. Topp,

18th April.—Cardiff 2nd Feb., Coal.—Order.

DERWENT, British str. 1,652, Jenkins, 14th

April.—Java 4th April, Sugar and Nuts.

—Chinese.

ERNA, German str. 963, Terpoin, 16th March,

General.—Order.

ESANG, British str. 1,127, E. J. Payne, 17th

April.—Tientsin and Chefoo 10th April,

General.—Jardine, Matheson &amp; Co.

FLORIDA, Norwegian str. 2,236, H. P. Hansen,

15th April.—Sasco 10th April.—Order.

GLENNIE, British str. 2,083, Rafferty, 13th

April.—Karatsu 7th April, Coal.—Mc-

Gregor Bros. &amp; Gow.

GLENLOCHY, British str. 2,361, E. McNair, 14th

April.—London and Singapore 7th April,

General.—McGregor Bros. &amp; Gow.

HANGSAM, British str. 1,356, Wide, 12th

April.—Shanghai 8th April and Swatow

12th, General.—Jardine, Matheson &amp; Co.

HANOI, French str. 739, P. Meekins, 17th April,

—Haiphong 14th April and Hoioh 16th,

General.—A. R. Mart.

HORNSTEIN, German str. 1,275, H. Hamer,

16th April.—Moji 9th April, Coal.—

Mitsui Bishi &amp; Co.

HONGKEE, British str. 2,055, H. Peters, 18th

April.—Penang 9th April and Singapore

12th, General.—Chinese.

IKHAL, British str. 3,490, Robertson, 10th Feb.,

—Durban 17th January, Ballast—Gibb,

Livingston &amp; Co.

## POST OFFICE NOTICES.

## EASTER HOLIDAYS.

On Friday and Monday, the 21st and 24th April, the Post Office will be open for one hour only, i.e. from 8 a.m. till 9 a.m. All outgoing mails will be closed at 9 a.m. On Saturday, the 22nd April, the Post Office will remain open till noon for the despatch of the English mail for Europe.

There will be one delivery and collection of letters each day as on Sundays.

The Money Order Office will be entirely closed during the Holidays.

The next outgoing parcel mail to Europe, per s.s. *Sincla* will be closed at 3 p.m., to-day, and not on Friday, that day being declared a public holiday.

The *Oliver*, with the English Mail of the 20th ult., left Singapore on Saturday, the 15th inst., at 1 p.m., and may be expected here to-day. This steamer brings the post to letters despatched from Hongkong on the 21st February. This steamer brings the post to mails closed in London for despatch by the airmail route on the 16th of March, and for despatch overland on the 22nd March.

C. Mails for CANTON, SAMSHU, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m.

Mails for NAMAO, SANJO, KUNMING, YUNNAN, CHENGDU, SICHUAN, CHONGMING, KWEILOU, SWATOW, AMoy and FOOCHOW.

CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE.

	FOR	FROM	DATE.
Hoihoi and Haiphong		Hanoi	Thursday, 20th, 9.00 A.M.
Macao		Hongkong	Thursday, 20th, 2.15 P.M.
Maule		Loyang	Thursday, 20th, 3.00 P.M.
Singapore		Siles	Thursday, 20th, 3.00 P.M.
Niugpo and Shanghai		Hangchow	Thursday, 20th, 3.00 P.M.
Kongmoo, Kunchak, Suining and Tukking		Santai	Thursday, 20th, 3.00 P.M.
Koko		Thomas	Thursday, 20th, 4.00 P.M.
Saijo		Lacates	Thursday, 20th, 5.00 P.M.
Swatow, Amoy and Foochow		Haiton	Thursday, 20th, 5.00 P.M.
Macao		Friday,	Friday, 21st, 9.00 A.M.
Singapore, Batavia, Samarang, Sourabaya and Macao		Tjipura	Friday, 21st, 9.00 A.M.
Amoy and Manila		Ruba	Friday, 21st, 9.00 A.M.
Amoy, &c., also via Lutong			Saturday, 22nd
Late Letters (1.00 to 11.30 a.m.) Extra Postage 10 cents)			Printed Matter and Samples—10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)			Registration—10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this outward mail.)			Registration, with late fee of 10 cents, up to 10.45 A.M.
Macao			Letters ..... 11.00 A.M.
Shanghai			Saturday, 22nd, 9.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Cannington, New Zealand, Melbourne, Adelaid and Perth.			Saturday, 22nd, 9.00 A.M.
Swatow, Chaffo and Tientsin			Taiwan
Calao			
Holo			
Moji, Kobo, Yokohama, Victoria B.C., & Tacoma			
Shanghai, Yokohama and Kobo			
Tientsin			
Manila			
Tientsing, Chefoo and Tientsin			
Kobo			
Kudat and Sandakan			
Shanghai, Nagasaki, Kobo, Yokohama, Victoria and Vancouver (B.C.)			
Singapore Penang and Calcutta			
Shanghai			

## TO-DAY.

Sale, Household Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Annual General Meeting of the Hongkong Club, Club House, 5 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

19th April

ON LONDON—Telegraphic Transfer ..... 1/10<sup>4</sup>

Bank Bills, on demand ..... 1/10<sup>4</sup>

Bank Bills, at 30 days' sight ..... 1/10<sup>4</sup>

Bank Bills, at 4 months' sight ..... 1/10<sup>4</sup>

Credit, at 4 months' sight ..... 1/10<sup>4</sup>

Documentary Bills, 4 months' sight/10<sup>4</sup>

ON PARIS—Bank Bills, on demand ..... 234

Credits, at 4 months' sight ..... 372

ON GERMANY—On demand ..... 1903

ON NEW YORK—Bank Bills, on demand ..... 451

Credit, 60 days' sight ..... 46

ON BOMBAY—Telegraphic Transfer ..... 139

Bank, on demand ..... 1394

ON CALCUTTA—Telegraphic Transfer ..... 139

Bank, on demand ..... 1594

ON SHANGHAI—Bank, at sight ..... 72

Private, 30 days' sight ..... 74

ON YOKOHAMA—On demand ..... 91

ON MANILA—On demand—Peso—94

ON SINGAPORE—On demand ..... 6 p.c. pm.

ON BATAVIA—On demand ..... 1114

ON HAIPHONG—On demand ..... 14 p.c. pm.

ON SAIGON—On demand ..... 1 p.c. pm.

ON BANGKOK—On demand ..... 81

BUREAUX, Bank's Buying Rate ..... 10.60

GOLD LEAF, 100 fine, per tael ..... 25.30

BAR SILVER, per oz. ..... 26

OPIUM.

19th April.

Quotations are—Allow'd net to 1 catty.

Malwa New ..... \$139 to — per piast.

Malwa Old ..... \$118 to —

Malwa Older ..... \$116 to —

Malwa V. Old ..... \$134 to —

Persian fine quality ..... \$60 to —

Patna New ..... \$1174 to — per chest.

Patna Old ..... \$8 to —

Bomra New ..... \$1152 to —

Bomra Old ..... \$8 to —

VESSELS EXPIRED.

THE ENGLISH MAIL.

The P. & O. str. *Cleopatra* left Singapore for this port on the 15th April at 1 p.m., and is due here to-day about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Friedrich* left Kobe via Nagasaki and Shanghai on the 16th April at 10 p.m., and may be expected here on Tuesday, the 25th April.

The I.G.M. str. *Roon* left Colombo on the 15th April p.m., and may be expected here on Wednesday, the 26th April.

The N.D.L. Australian str. *Prinz Sigismund* left Sydney on Saturday, April 15th at 4 p.m., and may be expected here on Monday, the 18th May.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 16th April, p.m., for Hongkong via the usual ports of call.

THE CHINESE MAIL.

The O.S.S. & C.N. steamer *Aleutian* left Shanghai on the 17th inst., and may be expected here to-day.

The P.M. str. *Mongolia* left Kobe for this port via Nagasaki and Shanghai on Friday, the 14th April at daylight, and is due here to-day.

The chartered steamer *Laonan*, from Ham-

burg, left Singapore for this port on the 14th inst., p.m., and may be expected here to-morrow.

The Barber Line str. *Hindustan* arrived at Mauha on the 16th April, and may be expected here to-morrow.

The Boston S.S. Co. str. *Tremont* sailed from Manila on the 18th April.

THE HONGKONG DAILY PRESS, THURSDAY, APRIL 20TH, 1905.

## Milkmaid BRAND Milk Guaranteed Full Cream.



CONDENSED MILK  
MILKMAID BRAND  
SWISS CONDENSED MILK  
MADE IN SWITZERLAND



See this TRADE MARK on every Tin.

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## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,063 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain R. D. Thomas.

S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hanlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Macao every Monday, Wednesday and Friday at 8.30 a.m. and the other leaves Macao for Canton the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWINEY.

Agents, CHINA NAVIGATION CO. LTD.

## KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS AND RESIDENTS. BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 626

## KOWLOON HOTEL.

Lady Hormoine Buxton Mr. Frederic Jones

Mr. & Mrs. G. P. Carrick Mr. R. Mitchell